	Approved For Release 2002/08/21 : CIA-RDP89B00569R00	080 <del>91</del> 10044-7
	Carro 20127 IS MAN 64 . TO E C R D T	10
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e e		
>5\/.4.A	* DIRECTOR	
25X1A		PRIORITY
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	WPO :	
		25X1A <sub>N 68749</sub>
25X1A	TOR 0035Z 19 MAR 64 25X1A 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	25X 1/1N 68749
:	PRIORITY WFO	
25X1A		
	A. S074A	
25X1A	B. B/12 16/8,450	
	C. HTA-3B/D-19/2°/78 DEGREES	
	D. 2.12 2.18/1.98 2.02	
	E. 98/8402/247-5-8-16-11-3 9L/248-8-15-11-3	
	F. (1) GOOD	
:	(2) GOOD	
	(3) POOR	
	(4) POOR	
	(5) GOOD	
	AND THE RESERVE AND THE PARTY	
	(3) GOOD (7) OPERATING	
	G. REMARKS: TAKE RECEIVED AT 17/2000 MAR IN	UNSEALED, UNCOVERED
	METAL CONFAINERS. TRACKER RECEIVED FOR SØ64A	WITH CRINKLED EDGES IN
	LAST FRAME. PRESSURE ROLLER AS NOTED IN SOLVA	
	AGAIN NOTED ALONG THE DATA CHANBER EDGE OF FIR	

DESENSITIZED SPOTS IN THE FORM OF A DONUT APPEARED ON FRAMES 0072,

SECRET

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25X1Approved For Release 2002/08/21 : CIA-RDP89B00569R00080 110044-7

0169 (IM 987A9) ELLO, AND WISER; AND MASH., THESE INCONSISTENCIES WERE NOTED WITH SEX GLASS AND FOUND TO BE IN THE ORIGINAL EMULSION AND NOT IN A PROCESSING ERROR. SEVERAL PINNOLES THROUGH THE TAKE. EMULSION THUSE IN FRAME MEATR. CREASE BEGINNING IN FRAME 2865 EVENTUALLY BECAME SLIGHT FOLDOVER BY FRAME 2814R. PROBABLY CAUSED BY HEATSEAL SPLICE TO LEADER. MANUFACTURER SPLICE 6962 AND 2125L.

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END OF MESSAGE